

Amendments to the Specification:

Please amend the section numbered 0050 as shown below:

The transmission 14, in one embodiment, includes the generator brake assembly 55, as previously described, a variable speed slipping clutch assembly 82, and a clutch 71. The clutch 71 is coupled mechanically to an alternator 79, as shown ~~[[as]]~~ at 77. It is coupled electrically to the controller 10, as shown at 73, and is coupled mechanically to the output shaft 18 of the engine (torque generator) 16.

Please amend the section numbered 0063 as shown below:

The variable clutch assembly 82 is fully engaged when the required speed of the vehicle, as determined by the controller 10 using the position of the accelerator member (not shown) and the wheel brakes (not shown), is greater than the corresponding speed at which the internal combustion engine 12 will stall. Should the vehicle ~~[[10]]~~ be operated at a speed that is equal to or less than the corresponding speed at which the internal combustion engine 16 will stall (e.g., the stall speed), the controller 10 partially disengages the variable clutch assembly 82 in order to allow the internal combustion engine 12 to operate at a speed that is greater than its stall speed and at a speed greater than that required to maintain a desired vehicle speed. Particularly, the extra speed (e.g., the difference between the speed of the crankshaft 18 and the corresponding vehicle speed) is absorbed by slippage of the variable clutch 82. The amount of such slippage of the variable clutch 82 is directly proportional to the difference between the engine speed and the corresponding vehicle speed, thereby variably coupling the internal combustion engine 12 to the output shaft 38 and varying the ratio of the speed of the engine 12 to

the speed of the vehicle (e.g., the speed of output shaft 38 to the speed of the vehicle).

Please amend the section numbered 0064 as shown below:

In step 108, the controller 66 activates or energizes the generator brake 55 and causes the internal combustion engine [[12]] 16 to enter an idle state. Step 130 follows step 108. In this step 130, the controller 66 determines whether the generator brake 55 and the variable clutch assembly 82 are locked or ~~deactivated~~ activated. If these assemblies 55, 82 are not ~~deactivated~~ locked or activated, then step 130 is followed by step 108. Alternatively, step 130 is followed by step 134 in which the controller 10 determines whether the internal combustion engine 12 is activated. If the internal combustion engine 12 is not activated, step 134 is followed by step 108. Alternatively, step 134 is followed by step 136 in which the controller 66 causes the variable speed clutch assembly 82 to meet the vehicle speed demanded or required by the driver of the vehicle.